

CREATING A DOWNTOWN TRANSIT SYSTEM: Everybody's doing it



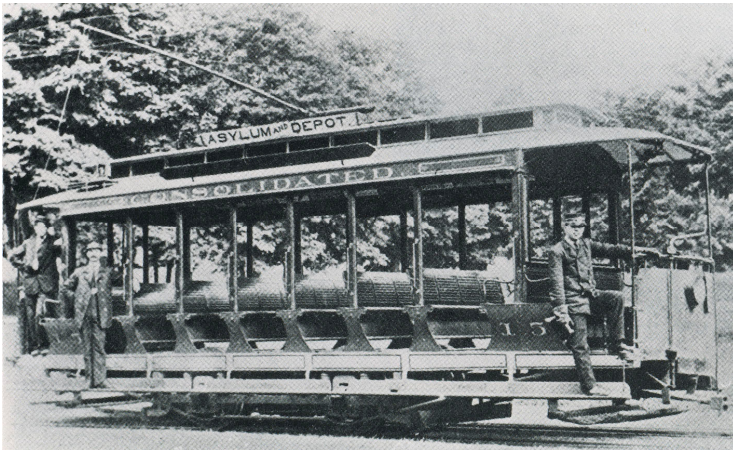
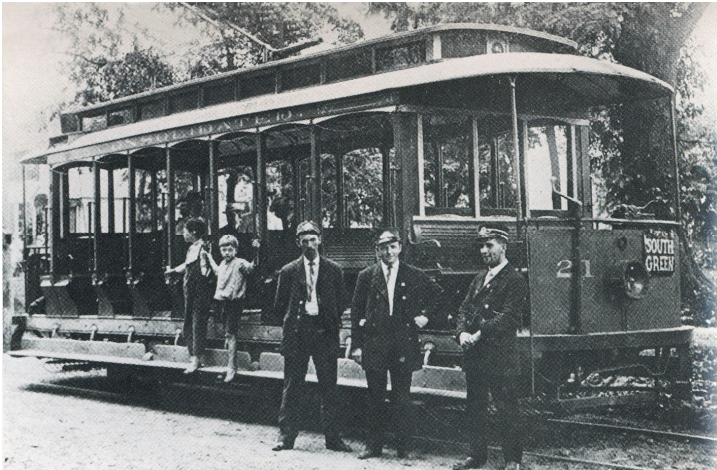
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STREETCAR IN MIDDLETOWN

Middletown's streetcar network ran down the major streets and linked employment centers to downtown and to the regional rail line along river.



What are the advantages to creating a downtown transit system?

A streetcar or tram would draw more people downtown.

It would link to the existing bus system.

People could park anywhere and be linked by the streetcar.

Cars circling the block would decrease.

Main Street would be a true destination more times of the week.

It would spark economic development.

Provides a cohesiveness to the whole district.

BENEFITS OF DOWNTOWN TRANSIT SYSTEM

Streetcars co-exist comfortably with cars and people.

They go slowly block to block so people can hop on and off.

A stimulus for development: the track in the street (not the car) connotes permanence so there's a lower risk to developers.

Cities report higher ridership than same route with bus.

Installation cost about \$7.6 million per mile.

Speedy installation: track takes only a week per block to install.

Streetcars last essentially indefinitely with proper maintenance. Buses last 20 years max.

POSSIBLE TRANSIT SYSTEM ON MAIN ST

A transit system up and down Main Street can give people greater mobility and access to more places in shorter time. Stores, restaurants, the bus station, offices, the hospital and parking areas can be linked together, offering wide choice and mobility.



CREATING A CITY-WIDE BICYCLING NETWORK



Promoting bicycling connections for those who work or shop downtown, for school children, and recreational bikers reduces the need for parking and improves Middletown's value as a destination.



BENEFITS OF CONSTRUCTING BICYCLING CONNECTIONS TO DOWNTOWN



Middletown will be perceived as a bicycle-friendly town

Reduces the need for parking spaces and gas

Promotes tourism and livability

Connects the suburban neighborhoods to downtown

Minimal maintenance once capital investment is made

Promotes a healthy community

Very affordable transit mode

Can be part of the northeastern Greenway (Maine to Florida)

Creating a City-wide Network

We're creating a network for the whole city.

Build it in phases.

Plan rights-of-way now before further development takes place.

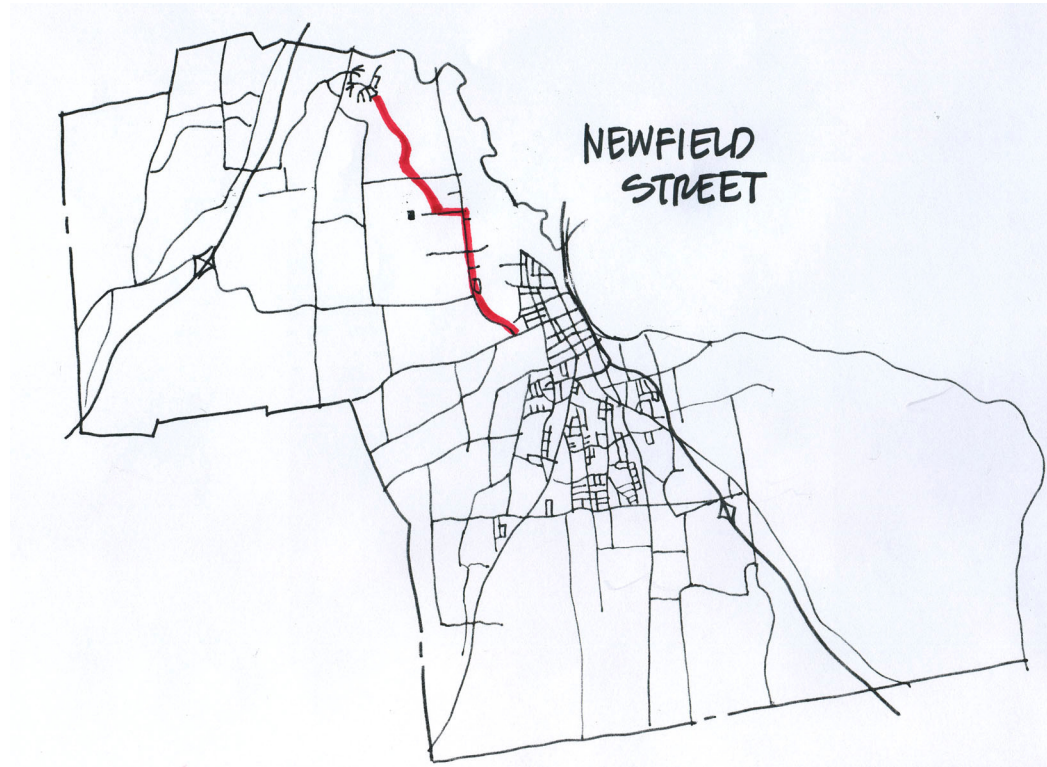
Build priority projects first.

Priority Projects

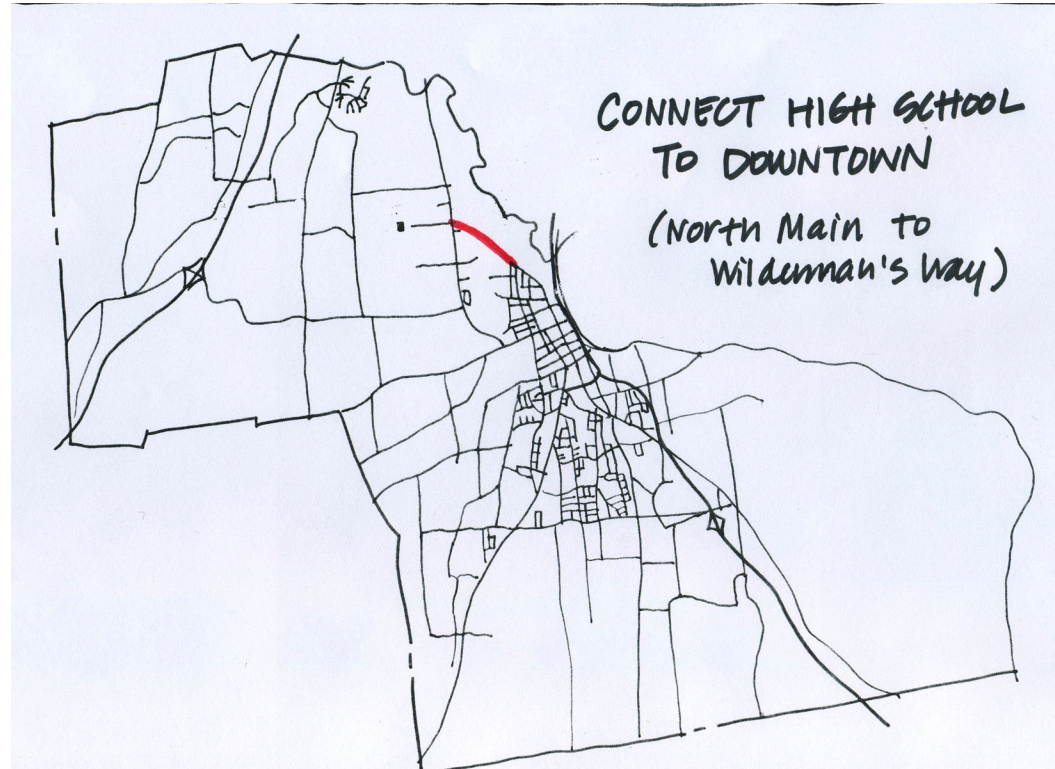
Connect the new high school to downtown: Newfield St

Create downtown system: bike routes on city streets

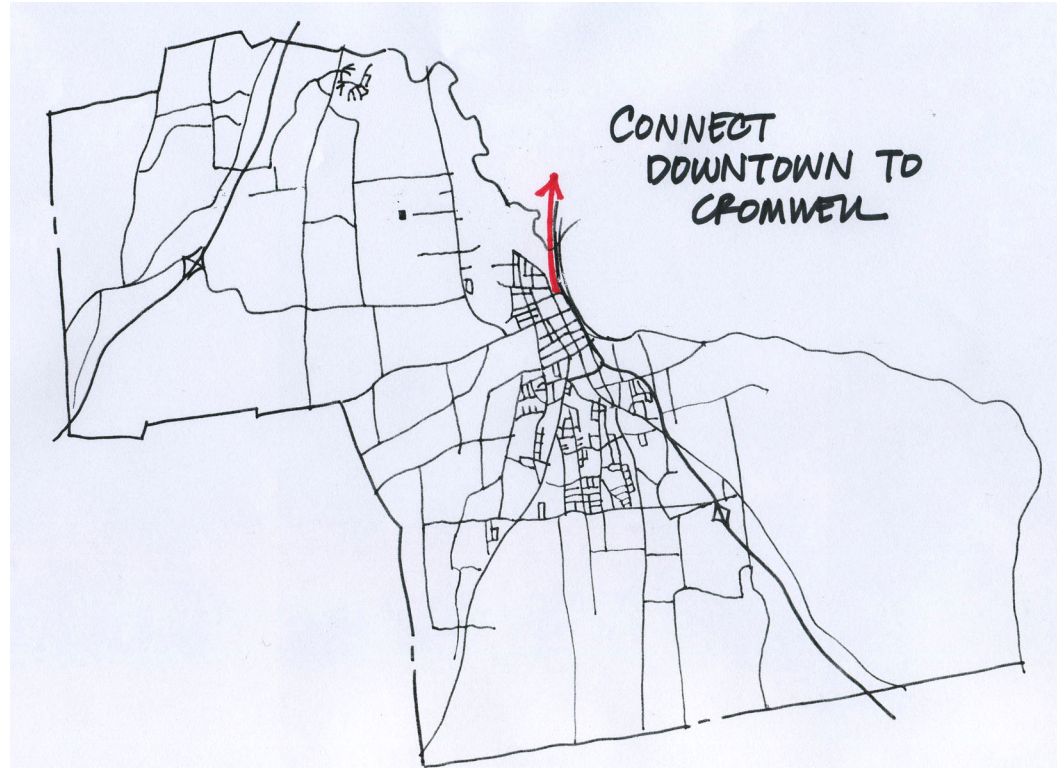
Connect downtown to Cromwell: along rail line



Create bike route and path along Newfield Street





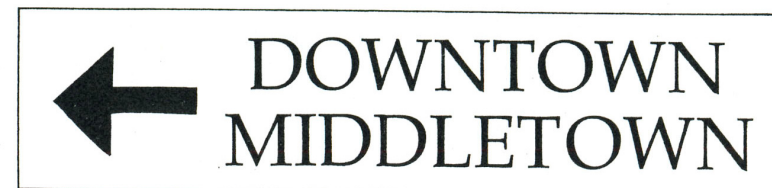
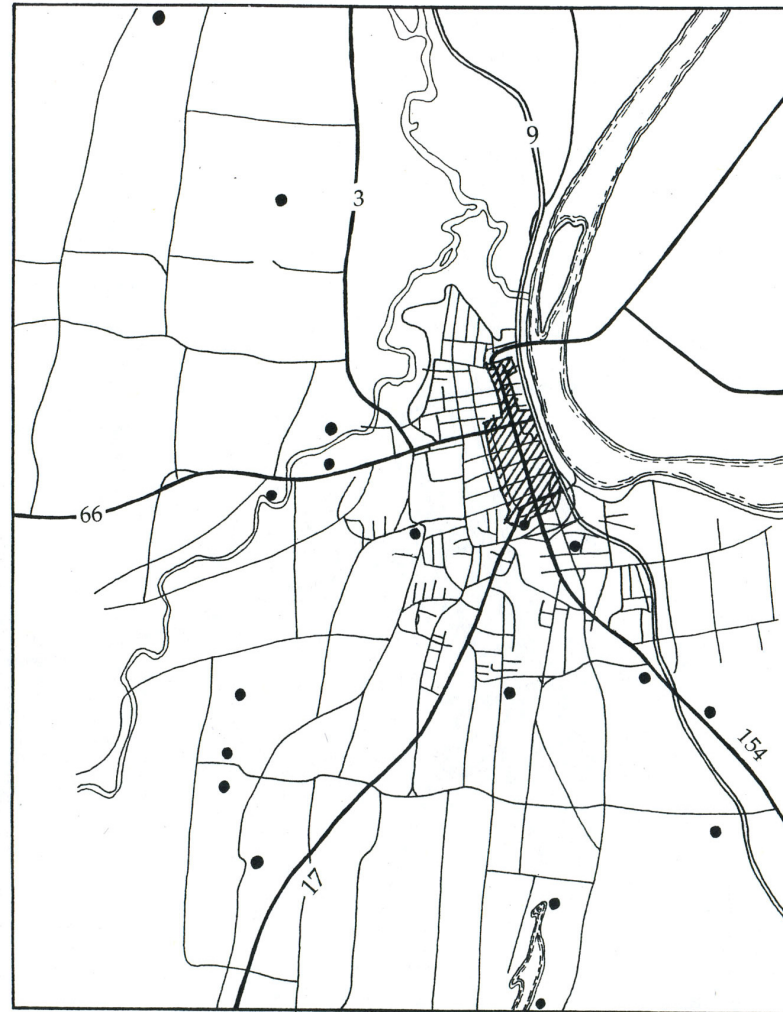


DOWNTOWN IMPROVEMENTS

Installing Way-finding Signs

Installing Bicycling Amenities

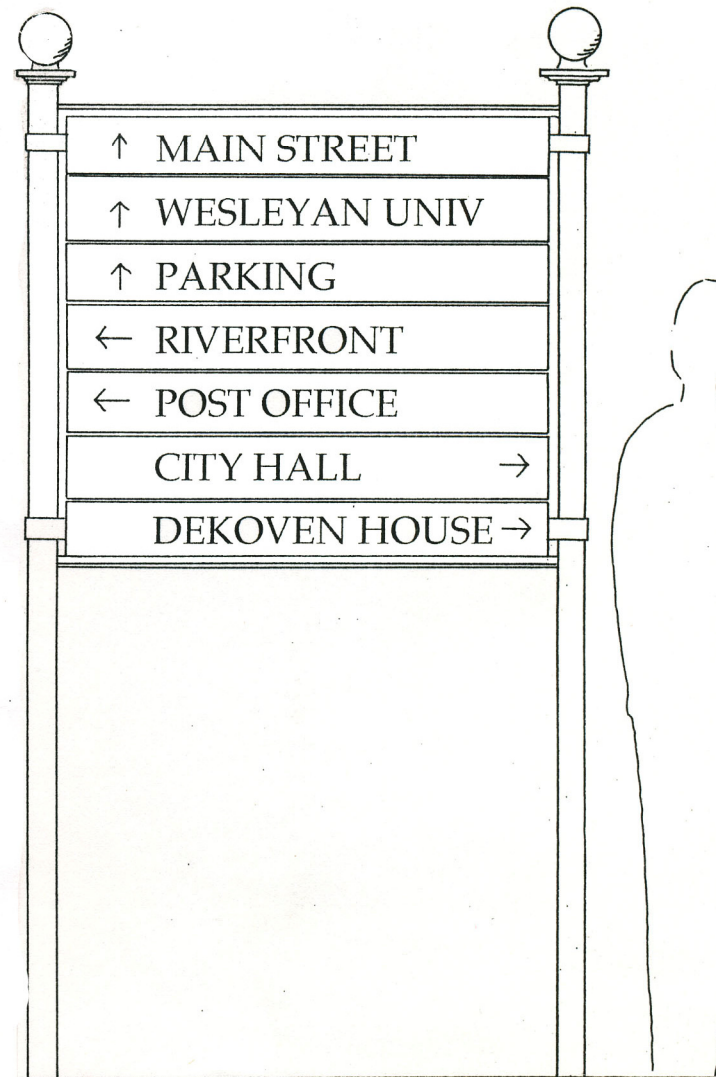
Improving Pedestrian
Connections to Parking Areas



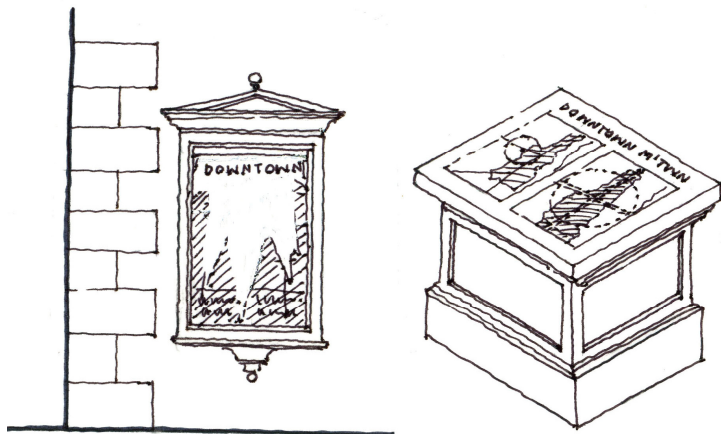
*Visitors to other places in Middletown could be directed downtown
with a simple sign pointing the way.*



*Example of a wayfinding sign directory,
Chester, CT*

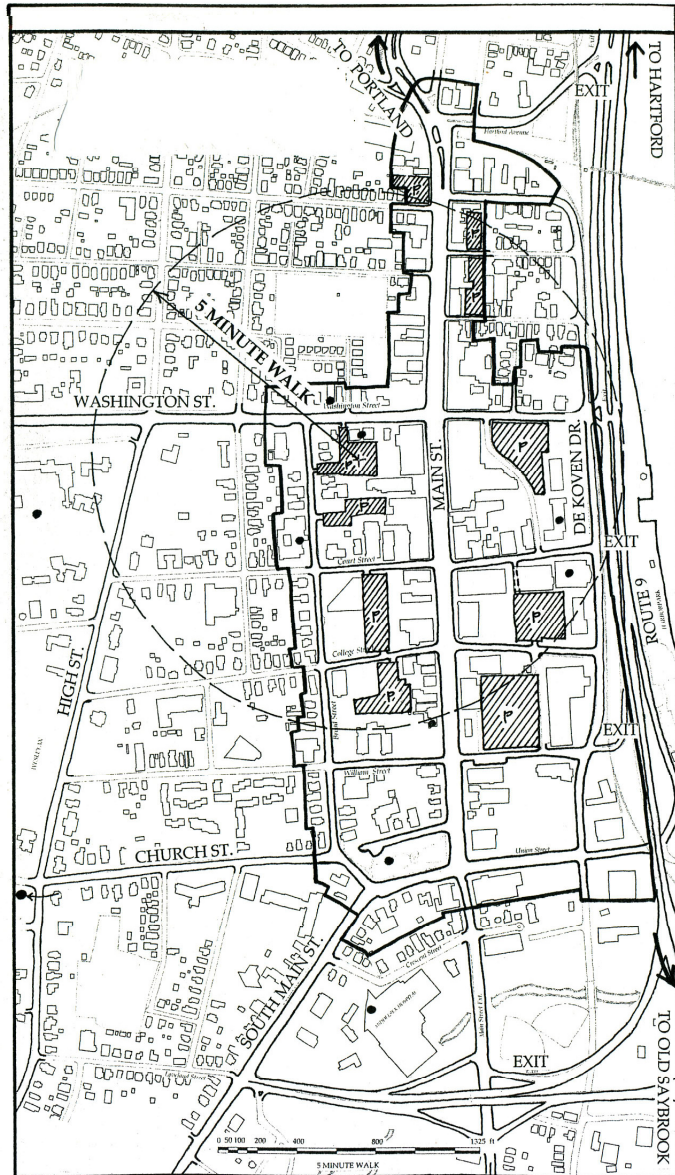


*Design for the installation of destination signs:
white lettering on a blueprint-blue background
black poles like those on Main St.*

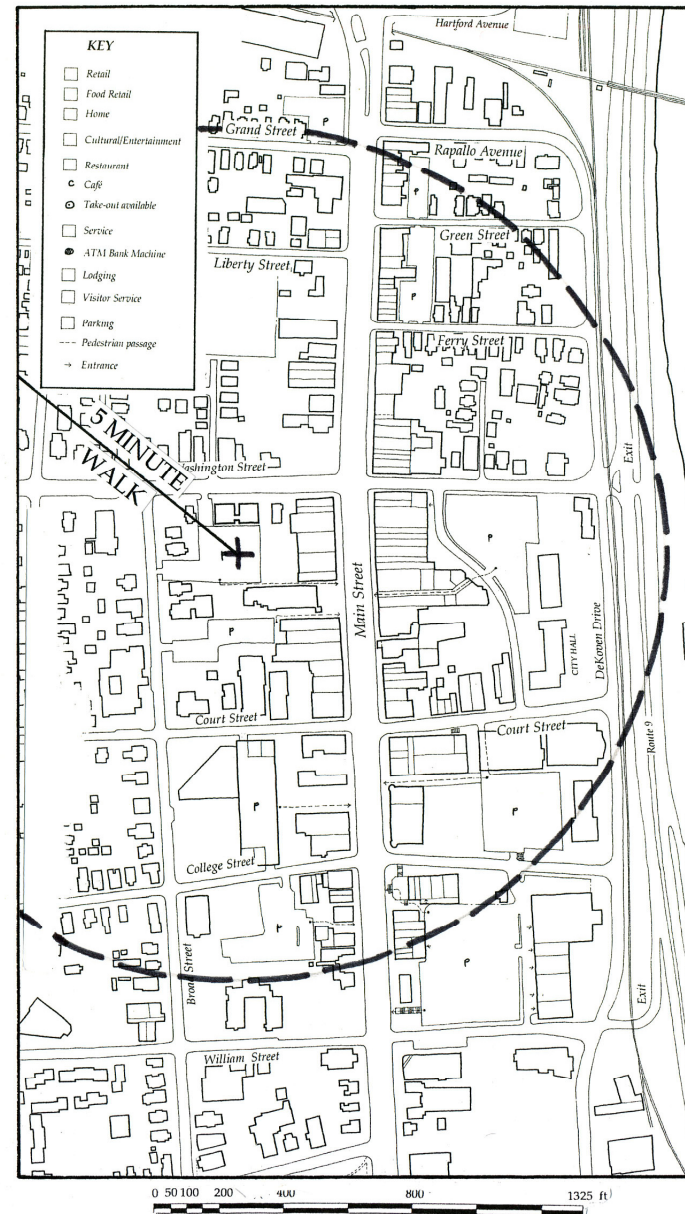


A unified parking system can guide visitors to parking areas.

DESTINATIONS in Downtown Middletown



SHOPPING & DINING in Downtown Middletown



Improving Pedestrian Connections to Parking

Create better connections to Main Street sidewalk with pedestrian passageways and signage

Enhance connections to existing parking garages and lots so more people use them

Improve appearance of lots to encourage use of now underutilized off-street parking areas



Lots need to be clean and attractive at street

Installing Bicycling Amenities

Place for short-term parking (bike racks)
as well as long-term parking (lockers)
Place to shower and store gear
Information center for bicycling needs



TRANSPORATION FUND PROJECT IDEAS

FUND = \$10.7 million

A: Install Downtown Transit System (3 options)

Cost

Install a streetcar or tram on Main St (1.4 mile length)

\$9 million

Operate a shuttle bus to establish the route in the short-term

(MAT)

B: Construct Priority Bicycling Connections (Multi-modal Paths)

Connect Newfield Street to Washington St

\$1.4 million

New H.S. south to Washington St & north to Westfield bike path system

Connect Downtown to Newfield Street

\$ TBD

Newfield St at Wilderman's Way to N. Main St).

If state constructs a road, bike route would cost \$235,000.

Create Downtown Bike Routes

\$663,000

Connect Downtown to Cromwell from the North End along rail line

\$175,000

C: Downtown Improvements

Install Bicycling Amenities Downtown

\$1.5 million

Install bike racks in 10-30 locations

\$10-30,000

Install Way-finding Signs, Parking Signs, Downtown Maps

\$300-500,000

Improve Pedestrian Connections to Parking Lots

\$750,000